

OLD ENGINE 54 is honored on the occasion of the official welcome as the first train running between Provo and Heber.

Heber-Provo RR Line Dates From 1899

By WENDELL M. RIGBY

Railroad tracks between Provo and Heber were completed Friday, Sept. 29, 1899, and an official celebration was held Oct. 6 of that year in Heber marking the beginning of railway travel between Provo and Heber.

The 25.5 miles of trackage set the stage for a mammoth celebration that was held on Oct. 6, with seven stations along the route. However, there were no agents for any of them making the Heber station of prime importance.

Seven Stations
The seven stations included Smooth, Cranhurst, Nunn's Falls, Forks, Wallsburg and Charleston. E. W. Sullivan was the agent at Heber and he participated in the grand celebration that marked the official opening of the route.

For the opening, the Denver and Rio Grande Railroad made up a train with seven cars, and people from all over the state were invited to come to Heber to join in the celebration.

The train arrived in Heber at 3 p.m. and was greeted by most of the townspeople from Heber and

the surrounding area. The crowd moved from the railroad yards to the courthouse yards where a special speaker platform had been erected for the occasion.

Carried Dignitaries

The train carried the governor, J. T. Hammond, a large number of state officials, Provo City dignitaries and passengers

as prominent individuals from all over the state, who stayed for the celebration. The train returned to Provo shortly after 10 p.m. following a free banquet that was held at the old Heber Social Hall. A dance was held at Turner's Hall.

Sharp Engineer

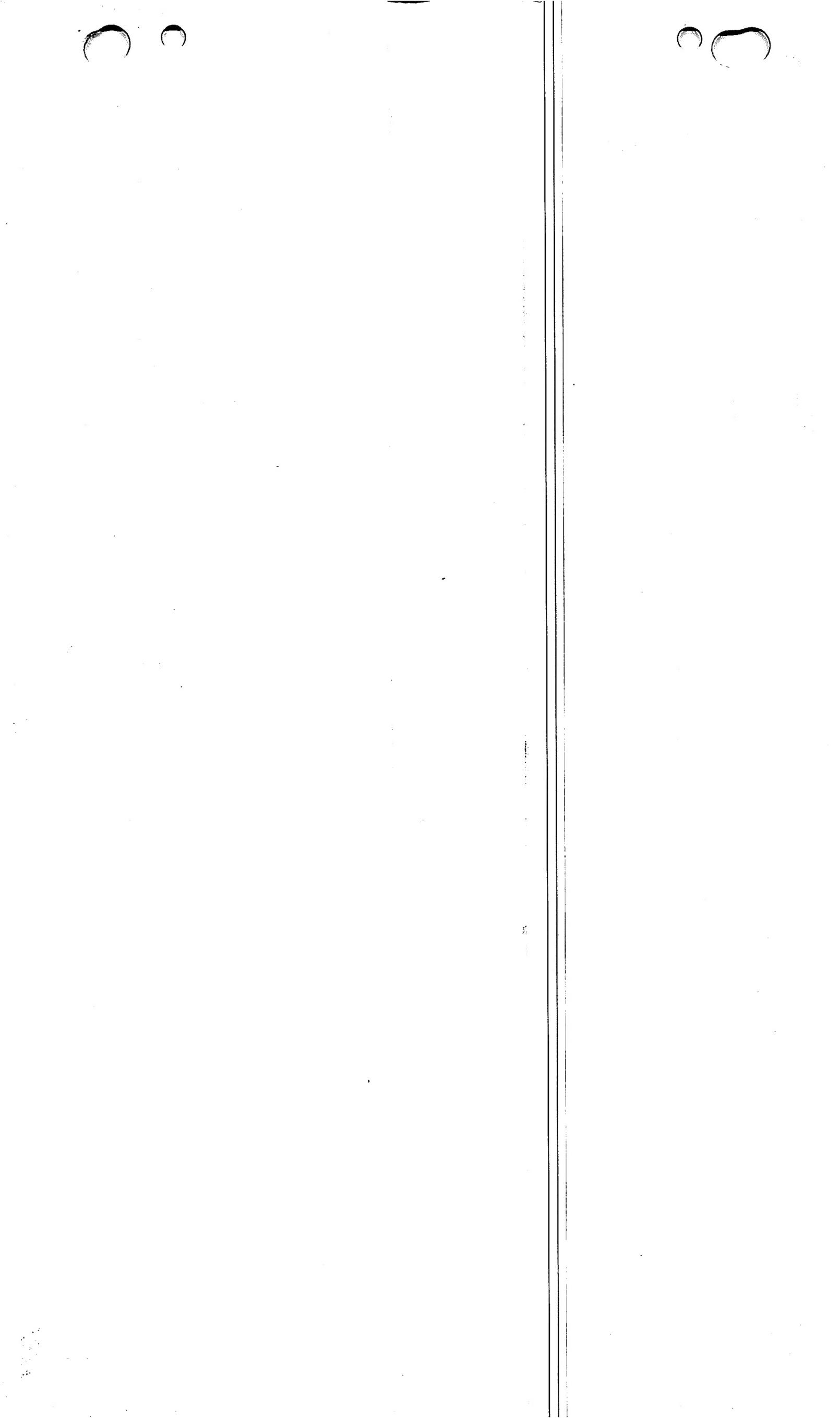
Harry Sharp was engineer for that first train with William Peterson, father of Florence Peterson Rugby of Provo as fireman, and McKenzie as brakeman. Seamountain was a member of that crew and Starr was conductor. That group

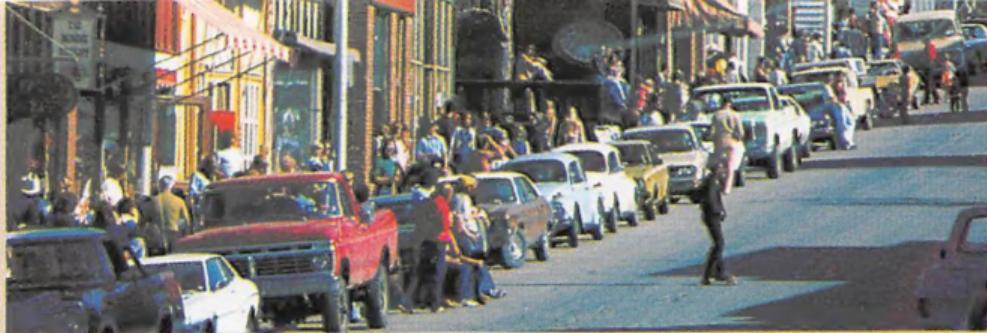
totalling some 400 persons stayed together as a unit for nearly 40 years. The people of Heber honored them by naming corners in Heber Sharp Corner, Peterson Corner, McKenzie Corner as well as some other individuals getting honors.

It is believed that Fireman

Peterson took the picture shown herewith as he took most of the pictures in that period for the railroad.

Snoot Station, first on the route, was located near the tracks close to the present Calder Service tanks





PARK CITY

7 Park City combines superb skiing with the frontier flavor of a once wide open mining town. Lodges, hotels and condominiums offer rooms year round for visitors and conference groups and Main Street's lively night spots recall the city's booming mining days. Park City summers feature the West's longest Alpine Slide, golf, tennis and many special events including the Park City Arts Festival, Ride & Tie and Bluegrass Festival.

8 **Park City Ski Area.** P.O. Box 39/Park City, Utah 84060/ (801) 649-8111 Snow Report Recording - (801) 649-9571. Park City is Utah's largest ski resort and offers the most variety. The area covers 2,200 acres with runs 1/4 to 3 1/2 miles long (11 novice, 32 intermediate and 26 expert) plus a wide open 650 acres of bowl skiing. Annual snowfall is 300 inches, altitude is 6,900' at the base , 10,000' at the summit; 3,100' vertical drop. Operating Hours: Mid November to Late April. Daily 9 a.m. to 4 p.m. Night skiing from 4 p.m. to 10 p.m. seven nights a week.



19 **Heber Creeper Steam Train.** P.O. Box 103/Heber, Utah 84032/(801) 654-6261 (801) 531-6022 (SLC) (801) 373-1068 (Provo). The turn of the century Heber Creeper railroad has two trips daily in Summer through the lush Heber Valley and down Provo Canyon to Bridal Veil Falls. For rates and other information, call any of the phone numbers above.

See Two
Whole Books
on
Heber Creeper

tion until a policy has been issued and the first full

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